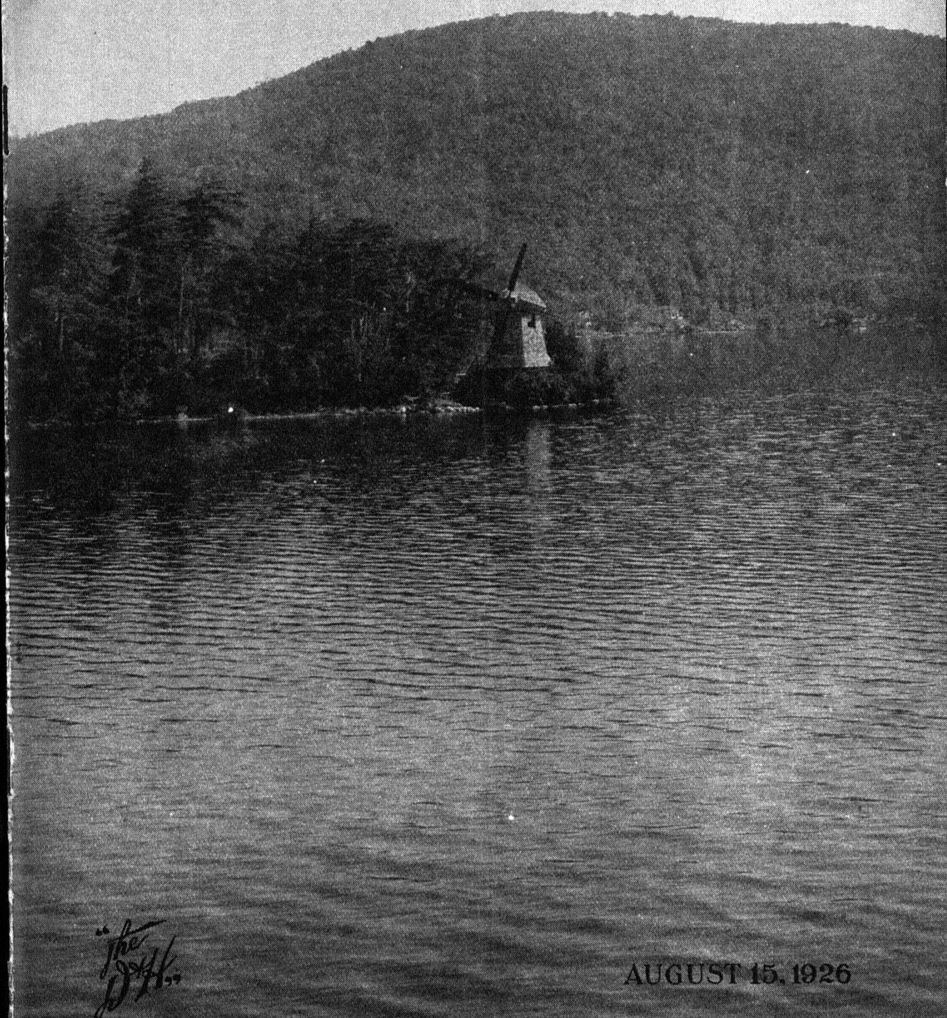


THE DELAWARE^{AND} HUDSON COMPANY BULLETIN



*"The
D.H."*

AUGUST 15, 1926

MILL NEAR ROGERS ROCK
LAKE GEORGE

S A N D



I OBSERVED a locomotive in a railroad yard one day,
It was waiting in the roundhouse where locomotives stay;
It was panting for the journey; it was coaled and fully manned,
And it had a box the Fireman was filling full of sand.

It appears that locomotives cannot always get a grip
On their slender iron pavement, 'cause the wheels are apt to slip;
And when they reach a slippery spot their tactics they command,
And to get a grip upon the rail, they sprinkle it with sand.

It's about this way with travel along life's slippery track,
If your load is rather heavy and you're always sliding back;
So, if a common locomotive you completely understand,
You'll provide yourself in starting with a good supply of sand.

If your track is steep and hilly and you have a heavy grade.
And if those who've gone before you have the rails quite slippery
made,
If you ever reach the summit of the upper table land,
You'll find you'll have to do it with a liberal use of sand.

If you strike some frigid weather and discover to your cost
That you're liable to slip up on a heavy coat of frost,
Then some prompt, decided action will be called into demand,
And you'll slip way to the bottom if you haven't any sand.

You can get to any station that is on life's schedule seen
If there's fire beneath the boiler of ambition's strong machine,
And you'll reach a place called Flushtown at a rate of speed that's
grand,
If for all the slippery places you've a good supply of sand.

— E. P. WALLING, in the *Richmond Register*.

*The
D.H.*

The
DELAWARE AND HUDSON COMPANY
BULLETIN

*The
D.H.*

Vol. 6

Albany, N. Y., August 15, 1926

No. 16

Long A Chateaugay Runner

Forty-Four Years and Six Months Were Passed on the Single Track Between Plattsburg and Lake Placid, by Plattsburg Engineman

THERE is one man, at least, of whom it may fairly be said that he knows the Chateaugay branch so intimately that he could easily find his way blindfolded from one terminus to the other if necessary. Every highway and farm crossing, every switch or crossover, and all the many other physical characteristics along the route from Plattsburg to Lake Placid, a distance of 82.8 miles, were so well known to him while running there as a locomotive engineer, that every dip and turn acted as an automatic indication of his whereabouts. No matter how dark the night might be he could thread his way safely through the forest fastness in which, in many places, the railroad lies buried as if in a canyon, even though his headlight might fail to function as it should. These may seem like boastful statements until it is known that for a matter of forty-four years and six months of uninterrupted service, PHILIP MARTIN of No. 60 Peru Street, Plattsburg, N. Y., worked on that stretch of single track, and nowhere else.

It may be said, too, that he grew up with the Branch for when he began with it it extended

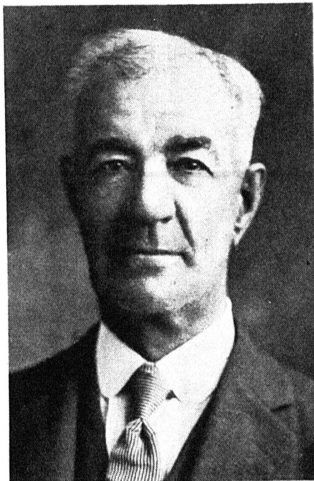
only from Plattsburg to the iron mines at Lyon Mountain, 36.3 miles distant. In time he saw the link to Standish added, then connection with Loon Lake was effected in a similar way, another jump and Saranac Lake became a station and,

finally, Lake Placid was reached. Not only did he watch with interest the line as it circled through the country west of Plattsburg, but he actually assisted in its construction. Therefore he knew of it as a narrow gage road, when a third rail was put down alongside those of the New York Central's between Saranac Lake and Lake Placid thereby making it possible for our narrow gage trains to operate into the latter station.

Because for so many years his life was so closely interwoven with the development of this part of our system he has found the time since he was separated from it on November 1, 1924, to hang heavily on his hands. He would like nothing better than to

return to his engine, but he understands that age, if not his physical condition, forbids.

Never has he gotten away from that north country for very long. He was born within thirty-six miles of Montreal, May 13, 1856, one



PHILIP MARTIN

of five children of the late Louis Martin, a farmer. Crown Point and Plattsburg are the only other places where he has since lived.

At Crown Point he lived with an uncle while employed in a cotton mill at Ticonderoga. Then he went to work for the Crown Point Ore and Iron Company, which operated a private railroad between its furnaces at the Point, on Lake Champlain, and its mines twelve miles back in the hills. Its equipment, as he now recalls, comprised the locomotives *Crown Point*, *General Hammond* and the *A. L. Inman*, and a requisite number of ore cars. His duties were those of wiping the locomotives and otherwise assisting in the work at the engine house. Occasionally he would make a trip to the mines as a fireman to which position he aspired and eventually was promoted. Thus he came to realize an ambition the strong urge of which he had felt from the time he had first heard older people tell of the railroad and its engines and cars, but none of which he had then seen.

In time work at the mines became slack and a reduction in force followed. He among others was destined to find a new employer. Fortunately, however, the management of the Ore and Iron company made an effort to place their older employes in other positions, and he, with his engineer, Jack Slattman, was sent to the Chateaugay. On May 1, 1880, he therefore began his career with our Company.

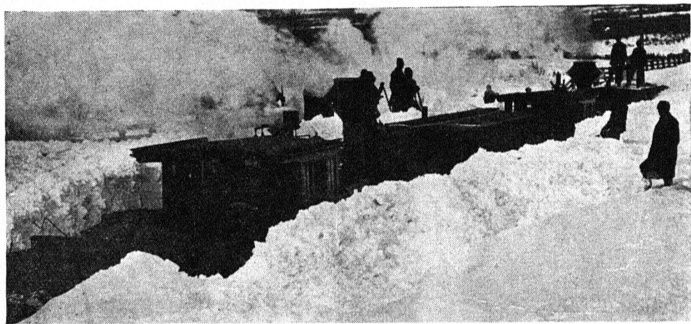
For two years he ran with Slattman between Plattsburg and Lyon Mountain. Then he was promoted to be an engineer and was assigned to the *Goo-Goo* in the yard at the latter place, with Henry Adams as his conductor. In view of present day practices, this was a very strange pro-

motion for he was obliged also to do the work of a fireman on his own engine as well as handle the throttle. In the roster of engines then in use, the *Governor Robinson* was Number 1. It weighed seventeen or eighteen tons and had been built by the Dickson Locomotive Works for exhibition at the Centennial. Profusely trimmed in brass pipes and ornaments it was indeed an object of beauty and much prized among the employees of the Company. It was badly damaged in a fire that destroyed the engine house at Plattsburg, and was never restored to its original appearance.

After about two years spent in the yards at the mines, he went running on the road between Plattsburg and Lake Placid and continued in that service, with one train or another, until retired. He welcomed the introduction of the airbrake because he always liked to "handle" his own train. With the hand brakes the entire crew had to work together in order to properly handle the train; a shirk therefore caused an engineer no little concern and added to the uncertainty of train running. His recollection of the first use of the airbrake is amusing. It was first installed on main line trains and he was accustomed to watch these pull into the station at Plattsburg and wonder how the engineers could stop them so nicely.

He is one of the type of engineers who took great pride in the appearance and performance of their engines. When some particular work was needed on his engine, he therefore chose a part of his Sunday in which to complete it. This was not an unusual practice at all among engineers and firemen of his earlier days, and quite often the roundhouse took on the appearance of

(Concluded on Page 13)



A Winter's Battle on the Chateaugay, Near Dannemora

Automatic Train Control

Equipment of Champlain Division Main Line is Completed in Compliance With I. C. C. Order Which Became Effective on Sunday, July 18

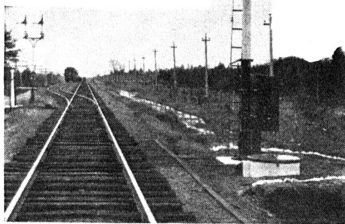
By A. VALLEE, Supervisor Signal Construction

ON Sunday, July 18, last, automatic train control became effective on the main line of the Champlain division, from Signal 191.2, located north of Rouses Point, to Signal 77.1, located north of Whitehall, a distance of 115 miles and a total of 120 miles of track. This was in fulfillment of Order No. 13413, issued by the Interstate Commerce Commission under date of June 13, 1922, directing its installation on one passenger locomotive division of The Delaware and Hudson railroad. The work included the installation of the necessary track units and the equipment of all locomotives assigned to the division as well as those of other divisions that operate over it in completion of scheduled runs, a total of sixty-six. A second order dated January 14, 1924, extended the scope of the first order to include two divisions, and the additional territory selected is the main line of the Saratoga division, between Whitehall and Albany. The date set for the completion of this work is specified as January 1, 1927.

Automatic train control which has as its object the stopping of trains when an engineer misreads or fails to see a restrictive signal governing his train due to fog, smoke, or inattention, or when he fails to heed a stop or caution signal due to incapacity, illness or death, or, in short, when he fails to perform some definite act to show that he has observed certain signal indications, is not a new thought. As far back as 1859, and again in 1867, it was the basis of patents in the form of the ramp type, and to date no less than 5,500 patents have resulted of which less than one per cent have been sufficiently perfected as to make them of marketable value.

In 1888, Axel S. Vogt of the Motive Power department of the Pennsylvania railroad, devised one of the first practical automatic train control mechanisms used in this country. It consisted of an arm mounted on the signal mast and so connected to the signal that when the signal indicated "stop," the arm would intersect the path of a glass tube mounted on the locomotive cab and so connected with the air brake system that if fractured it would coincidentally cause an ap-

SIGNAL ARRANGEMENT
AT APPROACH TO
PASSING SIDING



plication of the brakes. Soon after being placed in service, however, a tube was broken by icicles hanging from the roof of a tunnel and resulted in the stopping of a passenger train. Considerable delay attended the rescue of the passengers and the incident served to terminate further use of the device.

Then in 1909 experiments with an overhead arrangement were made on the Erie railroad. Evidently having heard of Vogt's tube and the tunnel experience, an official named Harrington designed a rod with a rubber hose, which would extend over the track whenever a signal was in the "stop" position, in such a way as to intercept an angle cock on top of a locomotive cab and so effect an application of the brakes. It was found, however, that as the rod could not be made rigid, it would frequently miss the angle

cock. Furthermore, it was not desirable to have such a device projecting over the tracks at each signal and it went the way of other unsuccessful inventions. Since then hopeful inventors have confined their work to the ground and have been attaching all manner of apparatus to tracks. Suffice this for the historical lore of train control.

Upon receipt of Order No. 13413, steps were immediately taken to equip two locomotives and five miles of track between Colonie and Albany, for the purpose of experimenting with an automatic control best suited to our property. These tests and experiments were continued until the Commission modified the functions required of an automatic train stop by its original order. Notice of this change was issued on July 18, 1924, and consisted in the restoration of a clause which provided for the so-called "permissive feature."

It was the original intent of the Commission that there should be no *manual control* on the part of the engineer and its first requirements specified:

1. Automatic train stop:

(a) Without manual control by the engineer requiring the train to be stopped; after which the apparatus may be restored to normal condition manually and the train permitted to proceed.

Its modified order, permitting of the "permissive feature" of manual control, however, contained an appended paragraph which read as follows:

(b) Under control of the engineer, who may, if alert, forestall the application of the brakes by the automatic train-stop device and control his train in the usual manner in accordance with hand signals or under limits fixed by train order or prescribed by the operating rules of the company.

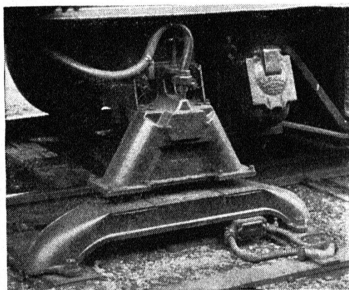
This change was of the utmost importance. It permitted the use of an automatic stop which

can be installed at a cost much less than any system of speed control known and yet give practically all the protection that can be expected from much more elaborate systems of automatic control.

The Management of The Delaware and Hudson railroad recognized at once the manifest advantages of such a system over that formerly permitted by the Commission. Work was immediately stopped on the automatic control device then being tested between Colonie and Albany, and arrangements made for the installation of automatic stops with the permissive feature on twenty miles of main line between Plattsburg and Rouses Point, a portion of the territory named in answer to the first order, and the equipment of five locomotives, viz: Nos. 506, 508, 740, 1024 and 1073. This device is an automatic type of the intermittent inductive type with the permissive feature. It would, it was believed, meet satisfactorily the requirements of the Commission. It is relatively simple, rugged, can be quickly installed and readily maintained, requires a minimum of changes in the existing signal system, and possesses all the advantages of any automatic stop with permissive features. Considerable of the material previously installed on the roadway in connection with experiments thereupon was salvaged.

On June 9, 1924, the Interstate Commerce Commission announced that it would inspect any installation of not less than twenty miles of road and such number of locomotives as might be agreed upon between the Commission and the railroad, for the purpose of offering constructive criticism. Accordingly, the Commission was requested to examine and report upon the preliminary installation on the Champlain division. This inspection was made between November 16 and 23, 1925, and included a detailed examination and test of both roadside and engine equipment, no special adjustments or inspection of the device other than the regular maintenance having been made in preparation for the inspection.

It followed that the Commission's report, together with the results that had been obtained in the daily operation of the device, were of such a favorable character as to convince the Management that it would be justified in going ahead with the installation of the auto-manual control upon the entire territory to be equipped under the orders of the Commission. Accordingly, material was ordered for the equipment of sixty-one additional locomotives and contracts signed for sufficient roadway inductors to complete the Champlain division.



Receiver Directly Over Inductor

(Concluded on Page 14)

Debts and Taxes

Railroads and Their Employees Are Facing a Most Serious Problem in the Constantly Increasing Tax Burden Now Approximating a Million Dollars a Day

DEATH and taxes we cannot escape." This age-old axiom weathers the years remarkably well. Fortunately, however, through organized effort we may exercise some control over taxes, and it would appear that the day is at hand for a concerted move in this direction. Simply because our reader may not be a property owner does not relieve him or her of their proportionate tax burden. Most certainly not. Everyone pays taxes. The grocery bill, the house rent, the doctor's fee, the price of a suit of clothes, all forms of entertainment to which admission is charged, even the ten-cent notion—all include an item directly chargeable to "Taxes."

Just now, along with Management, the railroad employee is particularly hard hit in this respect. In common they are carrying a weighty uneconomic burden. Railroad taxes long since passed the high mark of a million dollars a day. Rates may not be increased to offset this constantly increasing strain; the urge, in fact, is in the opposite direction. This leaves but one way out, then, if present wage levels are to be maintained, and that is through the practice of the strictest sort of economy and the development of efficiency of the highest order wherever possible.

Costly government is the underlying cause. The continued creation of public debts with their added interest obligation is eating up the taxpayer's dollar. Federal taxes are being reduced, it is true, but state and local taxes are increasing much faster. This being true we, as railroad employees and taxpayers, must work for a solu-

tion of this problem. To begin properly we should first know the facts and these the Committee on Public Relations of the Eastern Railroads has concisely outlined as follows:

PUBLIC DEBT

From January 1, 1920, to January 1, 1926, the national debt was reduced by about \$4,250,000,000.

During the same time the debts of state and local governments increased by more than \$6,750,000,000.

During this period our state governments contracted new debts about twenty times as fast as they paid off old debts.

During this same period state and local governments combined were going into debt more than four and a half times as fast as they were before the war.

The total public debt of all forms of government in this country is higher than when our war debt was at its peak in 1919.

The national debt is being reduced at the rate

of about \$750,000,000 a year.

State and local debt is being increased at the rate of more than \$1,250,000,000 a year.

PUBLIC EXPENDITURES

From January 1, 1920, to January 1, 1926, national government expenditures were reduced about \$2,000,000,000 a year.

During the same period current expenditures by state and local governments increased more than \$2,000,000,000 a year, and are still increasing.

(Concluded on Page 11)

The

Delaware and Hudson Company BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 6	August 15, 1926	No. 16
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*There's no dearth of kindness
In this world of ours,
Only in the blindness
We gather thorns for flowers.*
—MASSEY.

Trespassing and the Farmer

A FARMER who had been considerably annoyed by the carelessness of picnic parties in leaving his grounds littered with newspapers, paper boxes, paper napkins and other unsightly matter, obtained the address of one such party. During the following week he addressed the senior male member, a prominent business man in a nearby city, much as follows: "We are hoping that it will not rain next Sunday, as we—my wife, four children and myself—are planning on spending the afternoon on your lawn. We shall bring our lunch and know that we shall have a most enjoyable time."

This is turning the tables a bit, but why not? Is it any more unreasonable that country folk, if they so choose, should elect to camp on our lawns on a Sunday afternoon and enjoy the sights of village or city, than it is that we should assume the liberty of trespassing upon their lands? Fair play, it seems, grants equal privileges in this respect. Custom, however, has ruled that the farmer, with his many acres, should be the more lenient and this he has been until now picnic parties no longer appreciate his hospitality. They trample, litter and ruin as they go and his answer is, in many instances, a charge of upward of twenty-five cents for the privilege of enjoying the shade of his trees or the seclusion of a cool

retreat along some stream that courses through his farm.

Since the coming of the automobile the farmer has borne with considerable fortitude indignities that have grown more and more aggravating as they have multiplied each year. And the worst of it is that those who impose them would be quick to object if they, instead, were made the victims.

This disregard for the rights of others is only another instance where the ruthlessness of a few either precludes entirely or places a penalty upon the freedom and pleasure of the many. The cure lies in the resentment of those who enjoy life in the unrestricted great out-of-doors. It is time that all freedom-loving people appoint themselves guardians of all that is beautiful and attractive in wood and field, and help to protect the farmer against the invasions of all other folk.

Safe and Sane Picnicking

SAFE and sane" picnicking means better and more healthy enjoyment out-of-doors. It does not permit of the careless selection of sites, of needless exposure, of the drinking of uncertain waters, or of the abuses of creek or river banks, forests or roadsides. In other words it means getting the most out of a picnic by so arranging it as to run no risk whatsoever of any serious after effects. Such a day is indeed beneficial to the health.

Sunburn, an upset stomach, or a summer cold, on the other hand, are the penalties of reckless picnicking. Sunburn may result in sun-stroke, painful discomfort necessitating treatment in bed, stomach and intestinal disorders, headache, fever, freckles, or a permanent tanning of the skin. It may be avoided by thoroughly greasing the skin with cold cream before exposure, by the wearing of appropriate clothing, or by keeping in the shade.

Drinking water found about old camp sites, in abandoned wells or streams, not knowing whether or not it is polluted, is a risky practice. Food, likewise, should be carefully chosen; it should be simple and cooked as well as it would be at home. Unknown berries and mushrooms have often been the causes of poisoning. Sleeping out in the open, unless well protected by blankets, and rubber sheets in case of rain, may result in a disrupted physical condition.

Sanity in all things governing picnics alone will contribute to their thorough enjoyment. Neglect of it may bring remorse. Beware!

Refutes Stephenson Claims

In This Article, Written Between 1854 and 1862, Stephenson's Son Recounts His Father's Contributions to the Improvement of the Locomotive

(Continued from Last Issue.)

ENGINES constructed by my father in the year 1818 upon the principles previously described are in use on the Killingworth Colliery Railway to this very day (1857), conveying, at the speed of perhaps five or six miles an hour, heavy coal trains, probably as economically as any of the more perfect engines now in use.

"There was another remarkable piece of ingenuity in this machine, which was completed so many years before the possibility of steam locomotion became an object of general commercial interest and parliamentary inquiry. I have before observed that up to and after the year 1818 there was no such class of skilled mechanics, nor were there such machinery and tools for working in metals, as are now at the disposal of inventors and manufacturers. Among other difficulties of a similar character, it was not possible at that time to construct springs of sufficient strength to support the improved engines. The rails then used being extremely light, the roads became worn down by the traffic, and occasionally the whole weight of the engine, instead of being uniformly distributed over four wheels, was thrown diagonally upon two. In order to avoid the danger arising from such irregularities in the road, my father arranged the boiler so that it was supported upon the frame of the engine by four cylinders which opened into the interior of the boiler. These cylinders were occupied by pistons with rods which passed downwards and pressed upon the upper side of the axles. The cylinders opening into the interior of the boiler allowed the pressure of steam to be applied to the upper side of the piston, and that pressure being nearly equal to the support of one-fourth of the weight of the engine, each axle, whatever might be its position, had the same amount of weight to bear, and consequently the entire weight was at all times nearly equally distributed amongst the wheels. This expedient was more necessary in this case, as the weight of the new locomotive engines far exceeded that of the carriages which had hitherto been used upon colliery railways, and therefore subjected the rails to much greater risk from breakage. And this mode of support-

ing the engine remained in use until the progress of spring-making had considerably advanced, when steel springs of sufficient strength superseded this highly ingenious mode of distributing the weight of the engine uniformly among the wheels.

"Having advanced the locomotive engine to this stage of improvement, my father next turned his attention to the state of the road; as he perceived, and said, that the extended use of the locomotive must depend upon the perfection of the road upon which it was to move. Even at this early date he was in the habit of considering the road and the locomotive as one machine. All railways at that time were laid in a careless and loose manner and great inequalities of level were permitted to take place without much attention to repairs, the result being that great loss of power and great wear and tear of machinery were incurred.

"My father therefore now began to direct his close attention to the improvement of the road, and to making it more substantial and solid. With that object he applied his mind particularly to removing the inequalities produced by the imperfect junction between rail and rail. The rails were then made of cast iron, each being three feet long. Care was not taken to maintain the points of junction on the same level with each other; and the chair or cast iron pedestal into which the rails were inserted being flat on the bottom, it happened that whenever any disturbance took place in the stone blocks or sleepers upon which they were supported, the flat base upon which the rails rested being tilted by unequal subsidence, the end of one rail became depressed, while that of the other was elevated. This was most seriously felt, since, in the condition in which railways were then kept, very little attention was paid to maintaining a uniform surface or permanent way.

"My father's first improvement in the construction of the rail consisted in this: Instead of adopting the butt joint which had hitherto been used in all cast iron rails, he adopted the half-lap joint, by which means the rails extended a

certain distance over each other at the ends, somewhat like a scarf joint; and these ends, instead of resting upon the flat chair as had hitherto been the practice, were made to rest upon the apex of a curve forming the bottom of the chair. The supports were extended from three feet to three feet nine inches or four feet apart. These rails were substituted for the old ones on the Killingworth Colliery Railway, and were found to be a great improvement, adding both to the efficiency of the horse power and to the smooth action of the locomotive, but more particularly adding to the efficiency of the latter.

"My father's endeavors having been marked by so much success in the adaptation of locomotive engines to railways, his attention was, about this period, called by many friends to the subject of the application of steam to common roads; but the accuracy with which he estimated the resistances to which loads were exposed on railways arising from friction and gravity, led him at a very early stage to reject the idea of successfully applying steam power to common roads. In October, 1818, in conjunction with Mr. Nicholas Wood, he made a series of experiments on the resistances to which carriages are exposed on railways, with a dynamometer of his own contrivance. This dynamometer was chiefly remarkable for its simplicity, but it will not bear comparison with others that have been contrived and made use of subsequently; it is, however, interesting as the first systematic attempt to determine the precise amount of resistances of carriages moving on railways. It was by this machine for the first time ascertained that the friction was a constant quantity at all velocities. Although this fact had been long before developed by Coulomb and was well known to scientific men as an established fact, yet at the time when my father made these experiments, the deductions of philosophers were neither believed in nor acted upon by practical engineers. Indeed, although the experiments of my father went directly to corroborate the deductions of philosophers, it required a considerable space of time to overcome the prejudices which then existed among practical men.

"It was maintained by many, that the results of the experiments led to the greatest possible mechanical absurdities. For instance, it was maintained, that if friction were constant at all velocities upon a level railway, when once a power was applied to a carriage which exceeded the friction of that carriage by the smallest possible amount, that same small excess of power would be able to convey the carriage along a level railway at all conceivable velocities. When this position was put by those who opposed the con-

clusions at which my father had arrived, he felt great hesitation in maintaining his own views; for it appeared to him at first sight really to be—as it was put by his opponents—an absurdity. Frequent repetition left no doubt upon his mind, that his conclusions that friction was uniform at all velocities was a fact which must be received as positively established; and he soon afterwards boldly maintained that that which was an apparent absurdity was, instead, a necessary consequence. I well remember the ridicule which was thrown upon this view by many of those persons with whom he was associated at the time. Nevertheless it is undoubted, that could you practically be always applying a power in excess of the resistance, a constant increase of velocity would of necessity follow without any limit. This is so obvious to most professional men of the present day and is now so axiomatic, that I only allude to the discussion which took place when these experiments of my father were announced, for the purpose of showing how small was the amount of science at that time blended with engineering practice. A few years afterwards, an excellent pamphlet was published by Mr. Silvester on this question; he took up the whole subject and demonstrated in a very simple and beautiful manner the correctness of all the views at which my father had arrived.

"The other resistances to which carriages were exposed were also investigated experimentally by my father. He perceived that these resistances were mainly three: the first being upon the axles of the carriage; the second, which may be called the rolling resistance, being between the circumference of the wheel and the surface of the rail; and the third being the resistance of gravity.

"The amount of friction and gravity he accurately ascertained; but the rolling resistance was a matter of great difficulty, for it was subject to great variation. He, however, satisfied himself that it was so great, when the surface presented to the wheel was of a rough character, that the idea of working steam carriages economically on common roads was out of the question. Even so early as the period alluded to he brought his theoretical calculations to a practical test; he scattered sand upon the rails when an engine was running, and found that a small quantity was quite sufficient to retard and even stop the most powerful locomotive engine that he had at that time made. And he never failed to urge this conclusive experiment upon the attention of those who were wasting their money and time upon the vain attempt to apply steam to common roads."

(To be concluded in Next Issue.)

Debts and Taxes

(Continued from Page 7)

Railroad Taxes and Dividends

1919-1925

<i>Taxes</i>	<i>Cash Dividends</i>
1919—\$232,601,396	\$278,516,908
1920— 272,061,453	271,731,669
1921— 275,875,990	298,511,328
1922— 301,034,923	271,573,751
1923— 331,915,459	296,127,048
1924— 340,336,686	320,429,767
1925— 358,475,479*	340,668,741*

• *Preliminary*

Almost 40 per cent of national expenditures—20 per cent or more of local expenditures—are now required just to pay interest and amortization of existing public debt.

TAXATION AND THE COST OF LIVING

Rising taxes are one of the initial moving forces in the vicious circle of rising costs.

Because of this, labor asks for a higher wage; and in the end producers and distributors must pass along the accumulating burden to swell the family budget of the ultimate consumer.

Heavy local taxation increases the rental of the home or the cost of owning it. It likewise increases the price of all the food we eat, the fuel we burn, and the clothes we wear.

Reduction of local expenditures and taxation is one of the surest methods of reducing the cost of living in any community.

TAXATION AND RAILROADS

Nineteen hundred and twenty-five was the fifth year since 1919 in which railroad taxes have exceeded dividends by a substantial margin.

Railroad taxes are now running at the rate of \$1,000,000 a day—\$42,000 an hour.

The railroads have to devote the net earnings of one mile out of every four to the payment of taxes.

Every element of cost under the control of railroad management has been materially decreased

since 1920, as a result of which freight rates have been reduced more than \$700,000,000.

The one big element of expense which shows no signs of decreasing is taxes, which are subject only to the control of an enlightened public opinion.

CONCLUSION

More than three-fourths of all railroad taxes are levied by state and local governments. The bulk of this taxation is levied on the real property of the railroads.

These same taxes also fall on the farmer and his land and buildings; on the merchant and his store; on the manufacturer and his plant; on the home owner and his home; and on the renter whose rent must include the taxes paid by his landlord.

The railroads are not asking for favored treatment. They expect to pay their taxes like other citizens.

But can anyone doubt that we are all paying too much? Do not the interests of all require that our states, counties, cities, villages and school districts be administered more economically?

The facts here set forth are addressed to you
as from one citizen to another.

FISHERMAN'S LUCK



Any girl can be gay in a nice coupe;
In a taxi they all can jolly;
But the girl worth while is the girl who can smile
When you're taking her home in a trolley.

—*Exchange.*

Historic Run Made 41 Years Ago

IT was forty-nine years ago, or on August 4, 1885, that the funeral train bearing the body of General Ulysses S. Grant, eighteenth president of the United States, ran over our road from Saratoga Springs, where the General had died at his home on Mount MacGregor, to Albany, where the body was conveyed under military escort through streets filled with sorrowing crowds to the State capitol where it laid in state. The engineer at the throttle of locomotive No. 210, which hauled the train, was WILLIS G. FISHER of No. 22 Saunders Street, Whitehall, N. Y., who was retired on March 1, 1919, on the completion of forty-five years and eight months of continuous service, and his fireman was JOHN M. KING of No. 29 Park Street, Saratoga Springs, who later became an engineer. He retired on pension on April 1, last, thereby concluding a career of forty-five years and three months of continuous service. An account of Mr. FISHER's work with the Company, together with his recollections of the Grant funeral train and its memorable trip, was published in *The Bulletin* of March 1, 1925.

New Zealand Railway Magazine

THE latest railway employees' publication to make its appearance is *The New Zealand Railways' Magazine*, No. 1, Vol. 1, having been issued on May 1, last. It comprises forty-eight pages, 7½ by 9¾ inches, and cover pages. Its contents deal with subjects of railway finances, new work, safety first, railway development at home and abroad, personal items concerning employees, and other notes of direct interest to officials and other members of the railway family. Numerous illustrations add to its smartly appearance. Only the inside of the front cover page and the two sides of the back cover page are allotted to advertising matter.

INSURANCE CLAIMS PAID JULY, 1926

Death benefits	- - - -	\$15,300
Health benefits	- - - -	7,496
Accident benefits	- - - -	662
Accidental Death and Dismemberment benefits	- - - -	1,000
Total and Permanent Disability benefits	- - - -	569
Total benefits	- - - -	\$25,027

A Claim is a Failure

IT should be remembered," declared W. J. Jenks, vice-president for operations, Norfolk and Western Railway, before the annual meeting of the Freight Claim division, A. R. A., which met at Norfolk, Va., on June 15, last, "that a claim usually represents a failure in service. Failures of service are a source of annoyance and loss to patrons and should therefore be recompensed in the most prompt and gracious manner—they should be prompt and complete, and when explanations are in order they should be satisfying in correctness and completeness. Railroads can keep in touch with the expense of operation through reports of expenditures but they cannot measure the detrimental influence of unsatisfactory service."

At the Top

WHENEVER you see someone up at the top,
Don't imagine he got there by luck;
For back of his glory lies many a story
Of battle and struggle and pluck.
He may seem to be taking things easy today,
And dodging the trials which irk,
But the years of his past, from the first to the last,
Were a constant succession of work.

Whenever you see someone crowned by success,
Don't fancy he won it by chance.
Though he's walking today on an easier way,
And you cannot behold with a glance
The scars of his battle—just keep this in mind:
Life's laurels don't go to the shirk,
And if you but knew his life history through,
You'd know that he once had to work.

Success doesn't come to the indolent hand.
With busy men life is concerned.
Be the man who he may, he will find on the way
That its prizes all have to be earned.
So whenever you gaze on a leader of men,
Up on top where the glory is fair,
You can know with his luck there was courage
and pluck—

You can bet that he worked to get there.
—From the Coal Mining Review.

The Envelope Speaks

THE DELAWARE AND HUDSON COMPANY

FORM 1904

R. R. B.

WAIT a minute; w-a-i-t a minute! Don't seal me now. Wait until mail time. I can carry all the letters going to the person to whom I am addressed. Use me today; save the others of my family for tomorrow and the next day, and the next. There's no sense in sending a flock of us on a mission which one can fulfill just as well. You folk are using us at the rate of nearly three hundred thousand a month and at an average cost per day of \$19.24. Think of that! We can save you money and at the same time take good care of your mail, if given thoughtful consideration.

[Adapted from a memorandum now being enclosed in packages of stationery sent out from Colonie, which, after citing that we are using 288,900 envelopes a month, asks: "How many envelopes do you address to the same person each day?" Would not one have answered had you held your mail until mail time?]

The Panama Canal Problem

OUR railroads have been forbidden to lower their rates to the Pacific Coast and western points so as to compete with the Panama Canal route. In defending this decision the Interstate Commerce Commission states that, were these rates to be lowered, there was no guarantee that the Panama Canal rates would not be lowered still farther. The Commission makes the suggestion that it be given the same authority over the Panama Canal rates as it has over railway rates. The regulation of transportation rates, of electric power and light rates, of street car rates and of almost everything else has become a firmly established policy in this country. Since the Interstate Commerce Commission is the Federal body delegated to supervise interstate transportation rates, surely it would be only fitting and fair that it handle both rail and water rates, for manifestly the one is interwoven with the other. What constitutes an equitable water rate is governed mainly by what constitutes an equitable rail rate, when competition is involved. Give our railroads fair play. If we follow any other course, some of us will ultimately suffer.—B. C. FORBES.

Long A Chateaugay Runner

(Continued from Page 4)

a "bee," so large a representation was there on hand and busily engaged in putting the finishing touches on their engines, either in a mechanical way or in the matter of polishing them, preparatory to their work on the road during the week to come.

His wife was formerly Miss Mary Abare of Ticonderoga, and to them three daughters have been born, one of whom, however, has since died. He is a member of the Brotherhood of Locomotive Engineers of Whitehall, The Delaware and Hudson Veterans' Association, and of St. Peter's church of Plattsburg.

In choosing a lunch wisely, take some fruit, fresh, dried or canned; some salad with lettuce, tomato, celery or cabbage; and a glass of milk or some dish cooked with milk. These three rules of health will make your choice quick and insure nutritive value, according to National Dairy Council nutritionists.

The First Sleeping Car

IN Winchester, Va., at the southern end of the Cumberland Valley division of the Pennsylvania railroad, stands the first sleeping car ever operated on any railroad in the United States. It is in storage at that point.

It was built in Philadelphia for the Cumberland Valley railroad, and history states that a shrewd railroad superintendent got the idea from a sleepy traveling man.

In the fall of 1837 Superintendent Philip Berlin, on his way to Philadelphia to order two passenger cars, overheard two tired travelers complain of the discomfort of traveling. "Why can't the railroads fix up a car so that people can lie down when traveling at night?" remarked one.

Upon arriving in Philadelphia Superintendent Berlin took the matter up with Imbrey & Dash, car builders, and they immediately built a model of a sleeping car and forwarded it for the approval of the Cumberland Valley officials. One of the cars was ordered and in 1838 the first sleeping car in the United States was in operation. It was called the Chambersburg and ran between the town of that name and Harrisburg.

On the Pennsylvania railroad today there is a modern steel sleeper called the "Chambersburg," showing the progress between the old and the new but nevertheless proudly carrying a name that is inscribed in railroad history's hall of fame.—*The Mutual Magazine.*

Billion Dollar Special

S O named because of the vast fortunes represented among its several hundred passengers—bankers, business administration experts and financial authorities—the "Billion Dollar Special" of fourteen cars left our Troy station at 8:15 p. m., Monday, June 21, en route to Quebec City, where, at the Chateau Frontenac, the 33rd annual convention of the New York State Bankers' Association was held from June 21 to 23, inc. The train equipment presented every ultra-luxurious appointment of modern railway travel and it was indeed a creditable distinction and a pleasure, as well, for both officials and employees of the Company, to assist in its movement.

The fountain of contentment must spring up in the mind, and he who has so little knowledge of human nature as to seek happiness by changing anything but his own disposition will waste his life in fruitless efforts and multiply the griefs which he purposes to remove.—SAMUEL JOHNSON.

Automatic Train Control (Continued from Page 6)

The object of the system now in use is to enforce observance of the speed restricting indications of wayside signals by compelling the engineer to perform some manual act called "acknowledging," when passing either the caution or stop indications of wayside signals. The penalty for failure to acknowledge either of these signal indications is an automatic brake application from which the brakes cannot be released until the train has been brought to a stop.

The control device between the wayside and the locomotive is composed of two parts, a receiver and an inductor. The receiver is carried by the locomotive and is securely fastened to the trucks of the locomotive tender. It consists of an inverted U-shaped magnet with laminated cores, large pole pieces and two coils. The inductor, also, comprises a U-shaped magnet with laminated cores and pole pieces of the same size, shape and spacing as the pole pieces of the receiver. It is located on long ties and special tie plates approximately sixty feet in the rear of each signal, with its pole face $2\frac{1}{2}$ inches above the top of the running rail and its center line parallel with and $20\frac{1}{2}$ inches outside the gage line. The receiver is so adjusted that as the locomotive moves along the track the pole faces of the receiver pass about two inches above and directly over the inductor pole faces.

Subsequent articles will explain the theory and action of the electrical connections and give a detailed description of the wayside and locomotive equipment in such a way as to impart an intimate knowledge of the device. These articles will be found highly educational by members of engine crews, shop electrical forces, signal department employees and all others who are interested in the subject.

Insurance Date Extended

P RESIDENT COOLIDGE has authorized the extension of the final date on which ex-service men can reinstate and convert their Government War Risk Insurance, to July 2, 1917. The procedure to be taken by those who desire to avail themselves of this opportunity was outlined in detail in *The Bulletin* of May 15, last. It may be procured, also, from the nearest office of the United States Veterans' Bureau, or directly from the United States Veterans' Bureau, Washington, D. C.

Life is short, so improve each minute.

Clicks from the Rails

Radio Experiments Successful

Experiments in radio communication between a caboose and a locomotive of a train recently conducted by the New York Central between Elkhart, Ind., and Pinola, proved most successful even on trains of 100 cars or more. In one instance these experiments continued for four hours during which time a severe electrical and rain storm developed but caused no interference with the conversation, nor was there any trouble experienced when passing beneath steel bridges. Neither did passing trains on adjacent tracks interfere. At one time a stop was made, the locomotive cut off and run ahead for about four miles. Communication of loud speaker volume was maintained without difficulty for the entire distance, however. The wave length was of 115 meters.

* * *

A Careless Driver Pays

That the railroad is not always at fault when one of its trains strikes an automobile was proven when the Central of Georgia Railway received a check recently from the driver of an automobile to pay for damages to the pilot of the locomotive which struck his car. Following the accident, the Central rendered a bill against the owner of the automobile for \$34.30, the actual cost of repairs to its locomotive, and the check was promptly received for that amount. Evidence showed that the person owning and operating the car was trying to cross the railroad track at a point where there was no regular crossing and the car stalled on the track and was struck.—*Right Way Magazine.*

* * *

Fire Strips High Bridge

Fire raging on the Baltimore and Ohio bridge across the Susquehanna river at Havre de Grace, Md., recently, destroyed 500 ties and the platform between the tracks on the entire eastern span. The floor of the bridge is ninety feet above the river and the local fire fighters had great difficulty in raising the water that distance. Traffic had to be diverted during the time elapsing between 1 a. m., and 4 a. m. A live coal from a locomotive is believed to have started the fire.

Establish Pullman Cities

While members of Medinah Temple, A. A. O. N. M. S., Oasis of Chicago, who passed over our road en route to Montreal, in five special trains on Sunday, June 6, were in attendance at their annual convention in Philadelphia, their trains were so yarded as to constitute a virtual Pullman city. They were identified by the colors of red, blue, green, orange and white. Board walks were constructed between the tracks, pipe lines for hot and cold water were laid, and conduit lines for the conveyance of light, power and telephone wires were constructed. Two express cars located at a convenient distance provided shower bath compartments for the accommodation of the men of the party, and elsewhere a similarly equipped car was reserved for the ladies. Still another car combined a lunch room and taller shop. Elsewhere in the city similar villages were established for the convenience of patrons of the railroads who otherwise might have experienced great difficulty in obtaining suitable accommodations in hotels or rooming houses.

* * *

Pullman to Honor Sousa

Lieutenant-Commander John Philip Sousa, the famous band leader, who is expected to travel approximately 1,000,000 miles by train this year, has contributed to the railroad interests of America about \$5,000,000, it is estimated. Now the Pullman Company, whose cars he has patronized for the past thirty-four years, plans to honor him by naming one of its parlor cars "Liberty Bell," from one of his well known marches, "Washington Post," "El Capitán," "Semper Fidelis," "Manhattan Beach," and other of his popular compositions are also to be used for Pullman parlor and sleeping car names.

* * *

Fifty-one cars of strawberries in a special train, were iced by the St. Louis-San Francisco at Kansas City, Mo., on June 6, in what is considered to be a record time of seventy-three minutes, or an average of one minute and forty-three seconds per car.

Rail Construction and Abandonment

According to the Interstate Commerce Commission's report for 1925, recently issued, 167 applications of public convenience and necessity were filed with the Commission for the year ending October 31, 1925. Seventy-three, covering 3,512.10 miles of line, asked for authority to construct new lines or extend existing lines; fifty-seven were for authority to abandon 883.21 miles of line; and thirty-seven were for authority to operate or to acquire and operate 2,935.40 miles of line. The Commission issued 122 certificates—forty-six covering abandonment of 651.977 miles of line; and thirty authorizing the operation or acquisition and operation of 1,071.480 miles of line. Six applications for a total of 300.49 miles were denied; eleven covering 267.85 miles were dismissed.

* * *

Aids Needy Employees

A membership of 207,320 and resources of \$116,346 is the present status of the Pennsylvania Railroad Women's Aid association, an organization of the wives and daughters of officers and employees, and women employees, irrespective of their station in life. Its functions are like those of any ladies' auxiliary, but designed in particular to render friendly aid to unfortunate employees. Coal is provided, rent paid, clothing registered and applications registered in Girard College and the John Edgar Thomson schools for children whose fathers were killed in the service of the Company. In one instance, during the past year, a truck was purchased for a paralyzed brakeman thereby enabling him to become established in the produce business and become self supporting.

* * *

The average load per car in May was 26.8 tons, the same as that for May last year, but four-tenths of a ton above May, 1924. Compared with May, 1923, however, it was a decrease of 1.2 tons.

* * *

Sir Adolph Tuck, who introduced the picture postcard into Great Britain in 1894, died in London on July 3, last. He was born in 1854.

Second Annual D. & H. Field Day

(ALL DEPARTMENTS)

AT

LAKE LODORE

SATURDAY, AUGUST 14, 1926

BASEBALL

PENNSYLVANIA DIVISION vs. ALBANY GENERALS

3:30 P. M.

CAR DEPARTMENT vs. ROUNDHOUSE

10:00 A. M.

SPORTS

100-Yard Dash Potato Race Running Broad Jump
Sack Race Three-Legged Race Fat Man's Race
Shot Put Tug of War Pie Eating Contest
Swimming and Boat Races

PRIZES FOR ALL EVENTS

AMUSEMENTS

Boating Swimming Dancing Midway, Etc.
Refreshments Served

EVERYBODY WELCOME